

RECORD

and General Interests of Lake of the Woods

FIVE CENTS

CORRESPONDENCE.

Norman, March 1st.
To the Editor of THE HERALD:

Sir,—As a true-born Scotchman, I can see no reason why we should not have a branch of the St. Andrew's Society in our midst. We have

been visited from time to time by the Society from Winnipeg. We have the representatives of nearly all the clans amongst us in name

and I have no doubt that if the matter was fairly brought before the minds of Scotchmen and their descendants that in a very short time we would have a strong society in Rat Portage, and would be in a po-

sition to receive the Winnipeg Society on its next annual visit. If you will kindly find a corner in THE RECORD for this, perhaps it may be the means of leading to a meeting.

of the clans.

SCOTCHMAN.

INCORPORATION.

There's trouble in the atmosphere a regular storm is brewing.
And men are just at their wits end not knowing what they're doing.

They talk incorporation, but they do not seem to know
Just how to go about it, or begin to make
show.

And while we wait impatiently they're having lots of fun.
O it's nice to be a delegate, a delegate, a delegate

I see what can be done,
 And while we wait impatiently they're hatching
 lots of fun.
 O its nice to be a delegate, a delegate, a delegate,
 a delegate
 Its nice to be a delegate, a booming greengrocer
 big gun.
 Rat Portage is a pretty place, no one can
 say its not,
 And everything is lovely and everything's fine.

And ever yours a lovely and suggestive
the spot!
Then why all this great hulahloo, we're fond
of some renown!
Let's up, and e're the three get back, inco-

porate the town;
Let's paint it red, white, or blue, or some
artistic shade.
To show these worthy delegates the stuff

Why should we languish here and pine, o
things we cannot get?
Time brings the change, and we shall be
saturated yet.

Both Norman and Keewatin too, with
their hands will join
And Rat Portage, home of the husky dog,
a city great will shine.

Then come back home ye delegates, nimb-
adors of our town,
And when we're ready for the change, we
send you once more down.

BILLY GRIMES
Minneapolis, O.
THE END OF QUATERS—DRAG!

THE EVE OF QUATRE BRAS
CALIZED
AFTER BYRON--A LONG WAY--
There was a sound of revelry the other

And Star-Portage town had gathered
Her beauty and her chivalry, and bright
The (electric) lamps shone o'er fair women
And brave men

A dozen or two hearts beat happily; and at
Music arose with its voluptuous swell.
Soft eyes looked love to eyes which spoke
again.

And all went merry as a marriage bell
But hush! hark! a jingling
Sound strikes with a rising smoll—
Did ye not hear it?—No; 'twas but the wi-

Or the (proposed electric) car rattling
the snowy street;
On with the dance: let joy be unconfined
No sleep till morn'g, when youth and pleas-

To chase the glowing hours with lively feet
But hark! that jingling sound breaks
Once more,
As if the ceiling its echo would repeat.

And nearer, clearer, steadier than before
It is, it is the caterer on the second floor,
Somewhere within the precincts of Viete
Hall.

Sat several fated people who did hear
That sound the first amidst the festival,
And caught its tones with a mighty hum
ear;

And when they smiled because it was so
Their stomachs felt the real too well,
Which for an appetizer called for beer
And aroise the blood ; their breath alone

They rush to the Hub and for beer and
they will.

Ah! then and there was hurrying to and fro

And dress suits too, and rustlings of a dress
And stomachs filled, which but an hour ago
Felt empty—each and every guest:

The last quadrille; and then the lovely waltz. Uninterrupted, went on for all the rest. As quadrilles and dancers have their fault

When soon were sudden partings, such
The life from out young lancers; and sw
pressed oaths

Which should not be repeated; who could
guess
If ever again they be there, with mutual eye
Since upon night (at first) so sweet and
awful morn could rise.

TOWN TOPICS

—Mr. Holmes visited the Eagle river to camp this week.

—Mr. Francis has erected a new picket fence in front of his boat house property.

—Mr. Thos Philbin, of Strathlen, Ont., is here making a short visit with his brother Mr. J. F. Philbin.

—The News says "the Winnipeg curriers done up the local town," but does not say when they "done" it, or how they "done" it.

—Work is progressing on the addition to Mr. Chas. Sterling's new boat house, which will be 35x50 feet when complete.

—Mr. Walpole Roland, C. E., of Port Arthur, was here this week to examine and report on Minnesota island and adjoining islands, it being the intention of the owners to work the mineral veins therein.

—A conference has lately been held between Gen. Supt. White, and the assistant superintendent of the C. P. R. western division, and the committee of conductors and brakemen the readjustment of wages and other matters.

—A meeting of the merchants was held in the town hall yesterday afternoon, the object being to form an organization for protection against deal beats. After some discussion, the meeting adjourned to some future date, when it is expected a permanent organization will be formed.

—A flock of Winnipeg curriers was in town on Wednesday, and played a Rat Portage rink with the following result:

WINNIPEG. RAT PORTAGE.
G. W. Murray, F. Hudson,
John Dick, H. Langford,
Alex. Black, N. Schnarr,
A. Brown, skip—17 H. Barnes.—7

—A very pleasant "at home" was given last Monday evening at the residence of Mr. P. H. Clark by the Epworth League in connection with the Methodist church. The meeting was most enjoyably spent in various ways, there being music, singing games and other amusements. This was the first of a series, which are proposed to be given.

—Last Wednesday evening a lecture was delivered in the Presbyterian church by the Rev. Hugh Pedley, of Winnipeg. The subject was "Tom Brown in Winnipeg," and gave in a very entertaining manner, the adventures and difficulties encountered by a typical Englishman in making success in the city of Winnipeg. There was a large attendance which enjoyed a rich literary treat.

—A letter received from Mr. Wm. McCarthy states that a telegraph line from Rat Portage to Rainy river will, in the near future, be built by the Dominion Government, that the Lake of the Woods will be opened to net fishing with slight reservations near the Indian reserves, and that the improvements in the navigation of Rainy river will be proceeded with this year.

—Our humble poet "Billy Grimes," we fear, will begin to think that he is becoming a most important personage when he reads this week's issue of that mighty organ of public opinion printed down street. The great Rat Portage "Thunderer" has actually devoted two-thirds of a long column of editorial to him. It is indeed a matter of astonishment that Mr. Grimes should receive so much attention from SO important a personage as the editor of the News. No doubt he will recover, as will also the readers of the News.

—The management of the Princess rink have decided upon holding a carnival on Friday, 14th March. The following prizes will be given: best lady's costume, first, an oxidized collar and cuff box valued at \$5.50; second, a plush album valued at \$5; gentlemen's best costume, first, a hair watch guard valued at \$3.50, second, a gold scarf pin valued at \$2.25; girl's best costume, a rolled gold brooch valued at \$3.50; boy's best costume, a solid gold scarf pin valued at \$2.25; best comique, a book, Romeo and Juliet, valued at \$7.75. The prizes may be seen at Mr. D. T. Ferguson's jewelry store.

—There is published evidence of terrible excitement down at the News office. The trouble was so hot that it boiled over in a most contemptible attack upon a highly respected citizen, Mr. P. H. Clark, in reference to the printing of a small job for the municipality. His statement as to the offers for printing the collector's notices is of the "Ananias order." Written tenders were not put in, but verbal offers were given from the News and Record offices, and ours was twenty-five cents less (not more) than theirs. That is the plain fact as stated by Mr. Clark, and the people of Rat Portage will have no hesitation in taking his word before that of the editor of the News. As to the printing of the assessment notices, it is true that no tenders were asked, but Mr. Clark's experience with this office has shown him that we do not make excessive charges, and therefore the municipality will not lose a cent by his action. In its frenzy the News forgot to tell its readers that it also has done printing for the municipality for which tenders were not asked. The Record made no kick, nor did it make any personal attack upon any of the officials of the municipality in reference thereto. This office does what printing comes to it, and does not get excited if the News gets a little occasionally. It may or it may not be a matter of surprise that the News should become so greatly exercised over a matter of printing, the price of which will not be more than \$8. Since that paper has raised the question of municipal printing, The Record proposes next week to show how that concern has extorted money from the people of Rat Portage for printing in the past.

On Wednesday evening the following telegram was received from Reeve Campbell in reference to the town corporation Bill now before the Legislative Assembly at Toronto. "Agreed to exempt Mather on water power improvements, his dam to be used as public thoroughfare, and he to keep same in repair. Any improvements erected on the water power to be assessable. Mather favorable to uniting Keewatin on amicable terms to both parties. I would advise calling public meeting immediately, if the wish of people, make a proposition to Keewatin council and confer with them on what basis and representation. I think the proposition a good one if can agree on division of wards. Commence thinks better to unite. If you do not wish to unite, can get bill through as revised by your committee and my agreement with Mather. Norman could not withdraw from us even if we desired her to do so. Government against any such divisions."

On Thursday morning notices were issued calling a public meeting in the town hall that evening. Soon after eight o'clock Mr. John Nash, acting Reeve, called the meeting to order when the following resolution was introduced:

"That this meeting having duly considered the telegram from Reeve Campbell, and believing that as there is not sufficient time to consider the question of uniting with Keewatin, it would be better to leave that matter over for further consideration. Resolved that Reeve Campbell be instructed to have the bill for the incorporation of the town of Rat Portage, finally passed by the legislature as approved by the citizen's committee and the council of the township of Rat Portage."

It was passed without discussion, and a motion to adjourn was quickly carried. The meeting did not last longer than fifteen minutes.

Just as the motion to adjourn was carried, it was realized by some of those coming late that they had had no part in the supposed discussion of the contents of Reeve Campbell's telegram. Amid the confusion of an unorganized gathering, it was moved and seconded, that Mr. R. Hall take the chair, which he did, and what was left of the former meeting and some new arrivals were called to order. After some desultory discussion, the second meeting almost unanimously confirmed the action of the previous meeting.

NORMAN.

—The Royal Templars of Rockland council, will hold an at home next Wednesday evening. A good time is expected.

—There was a birthday party at the residence of Mr. Thos. Teevens a few evenings ago, which a number of friends attended.

—A petition signed by a large number of ratepayers resident in Norman was forwarded to Mr. James Conmee, M. P. P., last Monday night, asking that the interests of Norman be looked after in the proposed Bill of Incorporation.

—The Rev. Hugh Pedley, of Winnipeg, delivered a lecture in the hall last Tuesday night. The Rev. R. Nairn, B. A., occupied the chair. The title of the lecture was "Tom Brown at Home," in which the Rev'd gentleman gives an account of his trip to England last summer. The lecture throughout was very interesting, and it was delivered with considerable force and ability.

Dr. T. A. Sloum's OXYGENIZED EMULSION OF PURE COD LIVER OIL. It cures Coughs, Bronchitis, etc. For sale by all druggists.

Notice.

FOR the purpose of advancing the interest of mining in the district, D. L. Mather and R. A. Mather, of Keewatin, W. T. Creighton, and J. M. Savage, of Rat Portage, have purchased mining location No. 332 P.

Application has been made by D. L. Mather, R. A. Mather, W. T. Creighton, J. Hildreth and J. M. Savage for a charter under the name of the

Canadian Homestake Mining Company LIMITED.

It is proposed to erect on the property, plant for development, and in order to secure the support of the residents of the district and those who wish to assist, the company intend to place on the market, 25,000 shares of stock at the nominal rate of 20 cents per share, for the next thirty days.

Further information will be furnished on application to any of the above. The company or any of its members will not be responsible for any liabilities incurred or contracts entered into, unless on the written order of D. L. Mather.

If you ever come once you will come back again, to.

A. GIBSON'S,

Who has always on hand

Choice BEEF, Mutton & Pork,

AND ALL KINDS OF

VEGETABLES.

Just received, a shipment of

Small Hogs for family use

COME AND SEE THEM.

Also in FISH we have

Smelts, Sprats, Haddies, Yarmouth Bloaters, And Labrador Herring.

N. B. Beef and Pork by the side of carcase cheap.

A. GIBSON,

Second Street, Rat Portage.

Telephone 29.

The Skating Rink

(is about to be opened. Now is the time to call at

J. HOSE'S

SKATES.

SKATES for Misses, Maidens & Men.

SKATES for Boys, Youths and Men.

SKATE Nuts, Bolts, Straps, Clamps and Wrenches.

SKATE STRAPS from 21 in. to 36 in. in length.

SKATES SHARPENED, full concave, equal to new.

SATISFACTION Guaranteed or no pay.

SLEIGHTS for Children.

Superior American & Canadian Coal Oil always on hand.

FAULKNER & BAXTER,

House, Sign & Ornamental Painter,

Shop over Barbican's store.

Cor. Main and Second Streets,

RAT PORTAGE.

LEAP YEAR

We "press our suits" on the public with renewed vigor this year, because it is open to everyone to make a

Proposal

We make ours knowing that it will not be

Rejected

Because we offer the best goods in the market at low and more than reasonable prices; therefore we have

No

Fear of the public refusing such a chance, but are confident that both our goods and prices will be warmly

Accepted.

C. C. RANCE,

The Famous Clothier,

Hatter & Furnisher,

HILLIARD HOUSE BLOCK,

Main St., Rat Portage.

SNOW FLAKE BAKERY.

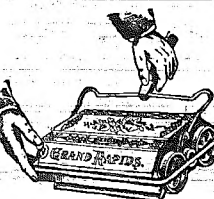
Twenty per cent Discount on Dolls and Toys.

Goods Delivered Free to Norman and Keewatin.

J. F. PHILBIN.

Brighten the New Year.

And you're likely looking for something to lighten your wife's labor. Nothing you could buy would please her more than a good CARPET SWEEPER.



BISSELL'S

Grand Rapids is the best.

Saves Carpets and Labor.

JAMES ROBERTSON & CO.

J. B. Davies,

Post Office, Norman,

Has one of the Best Assortments west of Toronto in

General Merchandise.

Comprising in GROCERIES the finest brands of Canned Goods, Dried, Ed. Baked, Oats, Rolled Wheat, Eggs, English, Cocoa, Van Houten's Dutch Cocoa, Crosse & Blackwell's Pickles, The Finest Tuna goods—Young Hyson, English Breakfast, Indian and Japan.

CONFECTIONERY, STATIONERY & PATENT MEDICINES, DRY GOODS, CLOTHING, BOOTS AND SHOES, HATS AND CAPS,

HARDWARE, GLASS, CHINA and DELF WARE.

All our Goods are the best and our prices are low.

J. B. DAVIES,

Norman.

WESTERN LUMBER CO., LTD.

CAPITAL \$300,000.

Mills at Rat Portage, Ontario, and Fort Frances, Ontario.

Boards and Dimension Lumber

On hand or cut to order. J. A. McEAF, President. J. M. SAYAGE, Manager. N. J. MCINTYRE, Secretary. Address all communications to the WESTERN LUMBER COMPANY, Limited.

THE GREAT WAR SYNDICATE.

BY FRANK R. STOCKTON.

—AUTHOR OF—

"RODDEN GRANGE," "AMONG KILNDRUTH-HIS ADVENTUROUS EXPERIENCES," "THE BEM-
MAR OF ORR," "THE CHRISTIAN WARRIOR," "THE LADY OF THE TIGER,"
"THE LATE MR. NOLAN," "THE HONORABLE MAN," "THE CAST-
ING AWAY OF MR. LUCKS AND MR. ALSHINE,"
"THE DUBARTS," ETC., ETC.

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(CONTINUED.)

The syndicate did not particularly de-
sire this vessel, but there was no other
that could readily be made available for
its purpose, and accordingly the Tal-
la-pooosa was purchased from the govern-
ment and work immediately began upon
her. Her engines and hull were put
into good condition, and outside of her
was built armor-plating, composed of
heavy steel armor plates and strongly
braced by great transverse beams run-
ning through the ship.

Still outside of this was placed an im-
proved system of spring armor, much
stronger and more effective than any
which had yet been constructed. This,
with the armor plate added nearly half
a foot to the thickness of the vessel's
water. All her superstructures were re-
moved from her deck, which was cov-
ered by a curved steel roof, and under a
bomb-proof canopy at the bow were
placed two guns capable of carrying the
largest motor bombs. It had been pre-
sented, thus transformed, was called Re-
peller No. 11.

The immense addition to her weight
would of course interfere very much
with the speed of the new repeller, but
this was considered of less importance
as she would depend on her own engines
only in time of action. She was now
believed to possess more perfect defenses
than any battle ship in the world.

Early on a misty morning Repeller No.
11, towed by four of the swiftest and
most powerful crabs, and followed by
two others, left a northern port of the
United States, bound for the coast of
Great Britain. Her course was a very
northerly one, for the reason that the
syndicate had planned work for her to
do within her way across the Atlantic.

The syndicate had now determined,
without unnecessarily losing an hour, to
plainly demonstrate the power of the in-
stantaneous motor bombs. It had been
intended to do this upon the Adaman-
tine, but as it had been found impossible
to induce the captain of that vessel to eva-
cuate his ship, the syndicate had declined
to exhibit the efficiency of their new
agent of destruction upon a disabled craft
crowded with human beings.

This course had been highly prej-
udicial to the claims of the syndicate, for
as Repeller No. 7 had made no use in the
contest with the Adaman-tine of the motor
bombs, with which she was well sup-
plied, it was generally believed on
both sides of the Atlantic that she car-
ried no such bombs, and the conviction
that the destruction at the Canadian port
had been effected by means of mines con-
firmed in the minds of the world. To
correct these false ideas was now the
duty of Repeller No. 11.

For some time Great Britain had been
steadily forwarding troops and munition
to the continent, and the syndicate had
learned from her agents, that the
syndicate's vessels appeared above the
banks of Newfoundland, and as the
number of these peculiar craft must
necessarily be small, it was not supposed
that their line of operations would be ex-
tended very far north, and no danger
from them was apprehended, provided
the English vessels laid their courses well
to the north.

Shortly before the sailing of Repeller
No. 11, the syndicate had received news
that one of the largest transatlantic mail
steamers, loaded with troops, and with
heavy cannon for Canadian fortifications,
and accompanied by the Craglevin, one
of the largest fleet of the British
navy, had started across the Atlantic.
The first business of the repeller and her
attendant crabs concerned these two ves-
sels.

Owing to the power and speed of the
new craft which carried her, Repeller No.
11 made excellent time, and on the morn-
ing of the third day out the two British
vessels were sighted. Somewhat later,
during their course, the syndicate's vessels
were seen within a few miles of the
coast.

The Craglevin was a magnificent ves-
sel. She was not quite so large as the
Adaman-tine, and she was unprovided with
a stern jacket or other defense of the
kind. In another respect she was also
deficient, for she was not provided with
the latest type of defense, the transport
against the regular vessels of the United
States navy; for although the nature of
the contract with the syndicate was well
understood in England, it was not sup-
posed that the American government
would long consent to allow their ves-
sels to remain entirely idle.

When the captain of the Craglevin
observed the approach of the repeller,
he was much surprised, but he did not
hesitate for a moment as to his course.
He signalled to the transport, then about
a mile to the north, to keep on that way
and not to alter its course. It had been
decided to make this the only course
that the proper thing to do in regard to
a repeller was to run her as quickly as
possible. These vessels were necessarily
slow and unwieldy, and if a heavy iron
cannon could keep them at bay, they were
enough to rush down upon one, there was

every reason to believe that the "ball
bouncer," as the repeller were called by
British sailors, could be crushed in be-
low the water line and sunk. So full of
confidence and determination, the captain
of the Craglevin bore down upon the re-
peller.

It is not necessary to enter into details
of the ensuing action. Before the Crag-
levin was within half a mile of her ene-
my she was seized by two crabs, all of
which had cut loose from the repeller,
and in less than twenty minutes both of
her screws were extracted and her ruder
shattered. In the meantime two of the
swiftest crabs had pursued the trans-
port, and coming up with her, one of
them had fastened to her ruder, with-
out, however, making any attempt to in-
jure it. When the captain of the steamer
saw that one of the sea devils had him
by the stern, while another was near by
ready to attack him, he prudently
gave the engine and lay to, the crab
keeping his ship's head to the sea.

The captain of the Craglevin was a
very different man from the captain of
the Adaman-tine. He was quite as brave,
but his temper was more prudent. He
knew that the transport had been cap-
tured and forced to lay to; he saw that
the repeller mounted two heavy guns
at her bow, and whatever might be the
character of those guns, there could be
no reasonable doubt that they were suf-
ficient to sink an ordinary mail steamer.
His mind was entirely out of his
control, and even if he tried to try his
guns or his spring armor of the repeller,
it would probably result in the repeller
turning her fire upon the transport.

With a disabled ship, and the lives of
so many men in his charge, the captain
of the Craglevin saw that it would be
wrong for him to attempt to fight, and
he did not fire a gun. With as much
calmness as the circumstances would per-
mit, he awaited the progress of
events.

In a very short time a message came
to him from Repeller No. 11, which
stated that in two hours his ship would
be destroyed by instantaneous motor
bombs. Every opportunity, however,
was given to the captain of the trans-
port, and all the officers and men
on board the Craglevin, together with
such of their possessions as they could
take with them in that time. When this
had been done the transport would be
allowed to sink on her own.

To this demand nothing but acquies-
cence was possible. Whether or not
there was such a thing as an instantane-
ous motor bomb the Craglevin's officers
did not know; but they knew that if left
to himself, their ship would soon attain
to her own sinking, for there was a terri-
ble rent in her stern, owing to a pitch of
the vessel while one of the propeller
shafts was being extracted.

Preparations for leaving the ship were
therefore immediately begun. The crab
was ordered to release the mail steamer,
which, in obedience to signals from the
Craglevin, steamed as near that vessel
as safety would permit. Boats were
lowered from both ships, and the work
of transfer went on with great activity.

There was no lowering of flags on
board the Craglevin, for the syndicate
attached no importance to such outward
signs and formalities. If the captain of
the British ship had been down his
colors he could do so, but if he preferred
to leave them still bravely floating above
his vessel, he was equally welcome to do
that.

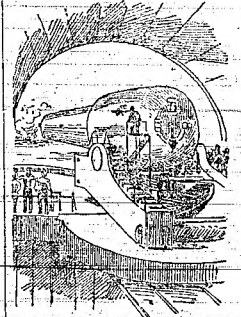
When nearly every one had left the
Craglevin, a boat was sent from the re-
peller, which lay near by, with a note
requesting the captain and first officer
of the British ship to come on board Re-
peller No. 11 and witness the method of
destroying the instantaneous motor
bomb, after which they would be put on
board the transport. This invitation
struck the captain of the Craglevin with
surprise, but a little reflection showed
him that the syndicate was not deceiv-
ing him. In the first place, it was in the nature
of a command, which in the presence of
six crabs and a repeller it would be
ridiculous to disobey; and, moreover, he
was moved by a desire to know some-
thing of the nature of the mysterious
engine of destruction. If, indeed, such a
thing really existed.

Accordingly, when all the others had
left the ship, the captain of the Crag-
levin, accompanied by the first officer, be-
came a spectator, curiously observing the
spring armor over which they passed by
means of a light gangboard, with hand
rails. They were received by the director
of the syndicate, who was in a boat, and
who were now all open, and conducted
by him to the bombproof compartment
in the bow. There was no reason why
the nature of the repeller's defenses
should be kept secret, and the method
adopted by other nations. They
intended as a protection against ordi-
nary shot and shell, they would avoid
nothing against the instantaneous motor
bomb.

The British officers were shown the
motor bomb to be discharged, which

externally, was very much like an ordi-
nary shell, except that it was nearly as
long as the body of the steamer, and the
director stated that although, of course,
the principle of the motor bomb was the
syndicate's secret, it was highly desir-
able that its effects and its methods of
operation should be generally known.
The repeller, accompanied by the mail
steamer and all the crabs, now moved to
about two miles to the leeward of the
Craglevin, and lay to. The motor bomb
was then placed in one of the great guns,
while the scientific corps attended to the
necessary calculations of distance, etc.

The director now turned to the British
captain, who had been observing every-
thing, with the greatest interest, and
with a smile, asked him if he would like
to examine his remark was somewhat enig-
matical, the director went on to say that
it would be any gratification to the
captain to destroy his vessel with his own
hands, instead of allowing this to be
done by an enemy, he was at liberty to
do so. This offer was indignantly ac-
cepted, for if his ship were really to be
destroyed, the captain felt that he would
like to do it himself.



THE BRITISH CRAFT DESTROYING HIS OWN SHIP.

When the captain had been made
and the indicator set, the captain was
shown the button he must press, and
stood waiting for the signal. He looked
over the sea at the Craglevin, which had
settled a little at the stern, and was roll-
ing heavily, but he was still a magis-
trate, with the red cross of
England floating over her. He could
not help the thought that if this motor
bomb should amount to nothing, there
was no reason why the Craglevin should
not be towed into port, and he might
make the grand war ship that she had
been.

Now the director gave the signal, and
the captain, with his eyes fixed upon his
ship, touched the button. A quick shock
ran through the repeller, and a black
smoke cloud, like a mile high, occupied
the place of the British ship.

The cloud rapidly settled down, cov-
ering the water with a glittering scum
which spread far and wide, and which
had been the Craglevin.

The British captain, for a moment
motionless, and then he picked up a
rammer and ran it into the muzzle of
the cannon which had been discharged.
The great gun was empty. The instan-
taneous motor bomb was not there.
The crane again took the repeller in tow,
and the syndicate's fleet continued its
eastward course, passing through the
wide expanse of glittering scum which
had spread itself upon the sea.

The British captain, as they lay
across the Atlantic, the transport
remained still, and the cable told the
world that the Craglevin had been anni-
hilated.

This news was received with amazement, and even consternation. It came
from an officer in the Royal navy, and
how could it be doubted that a great
man-of-war had been destroyed in a mo-
ment by one shot from the syndicate's
reveler. And yet, even now, there were
those who were not convinced that the
crab might have placed a great
torpedo under the Craglevin; that a wire
attached to this torpedo ran out from the
repeller, and that the British captain had
cut the wire, thus releasing the torpedo.
As, fuller news came across the
ocean, the number of these doubters be-
came smaller and smaller.

In the midst of the great public excite-
ment, which now existed on both sides of
the Atlantic, in the midst of all the con-
flicting opinions, fears and hopes, the
dominant sentiment seemed to be, in
America as well as in Europe, one of
curiosity. Were these six crabs and one
repeller even constructed? It came
if so, what did they intend to do when
they got there?

It was now generally admitted that one
of the syndicate's crabs could disas-
ter a man-of-war, and that the syn-
dicate's repeller could withstand the
heaviest artillery fire, and that one of the
syndicate's motor bombs could destroy a
vessel or a fort. But these things had
been proved in isolated combats, where
each repeller fought a single battle, and
each motor bomb was fired in isolation.
Had not been undisturbed opportunity
for exhibiting their efficiency. But what
could a repeller and half a dozen crabs
do against the combined force of the
British navy, a navy which had, for the
last few years, regarded its supremacy
among the nations, and which had made

Great Britain once more the first mari-
time power in the world?

The crabs might disable some men-of-
war, the repeller might make her cal-
culations and discharge her bomb at a ship
or a fort, but what would the main body
of the navy be doing meanwhile? Over-
whelming, crushing and sinking to the
bottom crabs, repeller, motor guns and
everything else that the syndicate could
bring to bear.

In England there was a feeling of
strong resentment that such a little fleet
should be allowed to sail with such in-
ferior British waters. This resent-
ment extended itself not only to the in-
dependent syndicate, but toward the gov-
ernment, and the opposition party gained
daily in strength. The opposition papers
had been loud and reckless in their de-
nunciations of the slowness and inde-
quency of the naval preparations, and
loaded the government with the entire
responsibility, not only of the damage
which had already been done to the forts,
the ships, and the prestige of Great
Britain, but also for the threatened
loss of the empire. The syndicate's
crabs' fleet upon some unprotected point
upon the coast. This fleet should never
have been allowed to approach within a
thousand miles of England. It should
have been sunk in mid-ocean, if its sink-
ing had involved the loss of a dozen men-
of-war.

In America a very strong feeling of dis-
satisfaction showed itself. From the first
the syndicate contract had not been popu-
lar, but the quick, effective and business-
like action of the syndicate, and the suc-
cessful success up to this time of their
inventions and their operations, had
caused a great reaction in their favor.
They had, so far, successfully defended
the American coast, and when they had
cleared the waters of the coast, and when
they would have been relied upon to con-
tinue that defense. Even if a British
armada had set out to cross the Atlantic,
its movements must have been slow and
cautious, and even if the sudden
attacks which the syndicate waged
could have been given by night and
by day over thousands of miles of ocean.

Whether or not these strokes would
have been quick enough or hard enough
to turn back an armada might be a ques-
tion, but there could be no question of
the suicidal policy of sending seven ships
and two cannon to conquer England. It
seemed as if the success of the syndicate
so put up its members with pride
and a feeling of superiority, that they
had come to believe that they had only
to show themselves to conquer, whatever
might be the conditions of the contest.

The destruction of the syndicate's fleet
would now be a question of time. To the
United States government it was an ob-
ject of considerable importance, and
judgments of the syndicate, which could
not be contradicted by the strongest
faith in the efficiency of their engines of
war, and it was feared that this might
cause some of the syndicate's agents at
this critical juncture, to annul the contract
with the syndicate, and to depend upon
the American navy for the defense of the
American coast.

Even among the men on board the syn-
dicate's vessels there were signs of doubt
and apprehensions of evil. It had all
been very well so far, but fighting one
ship at a time was a very different thing
from steaming into the midst of a hand-
red ships. On board the repeller there
was now an additional reason for fear
and misgiving. The unbroken character
of the vessel when it had been the Tal-
la-pooosa was known, and not a few of the
men imagined that it must now be time
for some new disaster to this ill-starred
craft, and if he got away, he had better
find his way to her, it was certainly
sailing her into a good place to look
for it.

But the syndicate neither doubted nor
hesitated, nor paid any attention to the
doubts and apprehensions which they
heard from every quarter. Four days
after the news of the destruction of the
Craglevin had been telegraphed from
Canada to London, the syndicate's fleet
entered the English channel. Dying to
the power and speed of the crab, Repel-
lor No. 11 had made a passage of the At-
lantic which in her old naval career
would have been considered miraculous.

Craft of various kinds were now
placed, but none of them carried the
British flag. In the expectation of the
arrival of the enemy, British merchant-
men and fishing vessels had been ad-
vised to keep in the background until the
British navy had concluded its business
with the vessels of the American syndicate.

As has been said before, the syndicate
admiralty had adopted a new method of
defense for the rudders and screw pro-
pellers of naval vessels against the at-
tacks of submerged craft. The work of
constructing the new appliances had been
pushed forward as fast as possible, but
so far only one of these had been finished
and attached to a man-of-war.

The Langrangon was a recently built
ironclad, and was one of the class as
the Adaman-tine, and to her had been at-
tached the new stern defense. This was
an immense steel cylinder, entirely
closed, and rounded at the ends. It was
about ten feet in diameter, and was
braced inside. It was supported by
chains from two davits which projected
over the stern of the vessel. When at-
tached this cylinder was hoisted up to the
davits, but when the ship was prepared
for action it was lowered until it lay
nearly submerged, shaft of the rudder.
To this position its ends projected about
fifty feet on either side of the propeller
blade.

It was believed that this cylinder would
officially prevent a crab from getting
near enough to the propeller or the rud-

der to do any damage. It could not be
torn away as the stern jacket had been,
for the rounded and smooth sides and
ends of the massive cylinder would offer
no break, and the forces of the cable, ap-
proaching from any quarter, it would
be impossible for these forces to reach
rudder or screw.

The syndicate's little fleet arrived in
Bristol harbor late in the day, and early
the next morning it appeared about
twenty miles to the south of the "Isle of
Wight," and headed to the northeast as if
it were making for Portsmouth. The
course of these vessels greatly surprised
the English government and naval au-
thorities. It was expected that an at-
tack would probably be made upon some
comparatively unprotected spot on the
British seacoast, and therefore on the
west coast of Ireland and in St. George's
channel preparations of the most for-
midable character had been made to de-
fend British ports against Repeller No.
11 and her attendant crabs. Particularly
was this the case in Bristol channel,
where a large number of ironclads were
stationed, and where it was to have been
the destination of the Langrangon—if the
syndicate's vessels had delayed their
coming long enough to allow her to get
around there. That this little fleet should
have sailed across the English sea, great
naval stronghold was something that the
British admiralty could not understand.

The fact was not appreciated that it was
the object of the syndicate to measure
its strength with the greatest strength
of the coast guard, and that this
would not avail its purpose.

Notwithstanding that so many vessels
had been sent to different parts of the
coast, there was still in Portsmouth har-
bor a large number of war vessels of va-
rious sizes, and these vessels were ready
for action. The greater part of these
had received orders to cruise that
day in the channel. Consequently it
was still early in the morning when
the syndicate's vessels appeared in the
Wight there appeared a British fleet com-
posed of fifteen of the finest ironclads,
with several gunboats and cruisers, and
a number of torpedo boats.

It was a noble sight, for besides the
ironclads, the British fleet had long
upon the outskirts of the first, and
composed of craft, large and small, and
from both sides of the channel, filled
with those who were anxious to witness
from afar the sea fight which was to take
place. The British fleet was divided into
two squadrons, and each of these squadrons
of these observers were reporters and
special correspondents for great news-
papers. On some of the vessels which
came up from the French coast, were
men, with marine guns of extraor-
dinary caliber, whose business it was to
send an early and accurate report of the
affair to the office of the war syndicate
in New York.

As soon as the British ships came in
sight, the four crabs cut off from Repel-
lor No. 11, and then with the other two
they prepared for action, moving con-
siderably in advance of the repeller,
which now steamed forward very slowly.
The wind was strong from the north-
west, and the sea was high, the ships
of the crabs frequently disappearing
under the waves.

The British fleet came steadily on,
headed by the great Langrangon. This
vessel was very much in advance of the
others, for knowing that when she was
really in action and the great cylinder
which formed her stern guard was low-
ered into the water her speed would be much
retarded, she had put on all steam, and
being the swiftest war ship of her class,
she was in the lead.

It was highly important that she should
begin the fight and engage the attention
of as many crabs as possible while cer-
tain of the other ships attacked the re-
peller with their rams. Although it was
now generally believed that motor
bombs from a repeller might destroy a
man-of-war, it was also considered prob-
able that the nature of the attack, as it
appeared to be necessary to precision of
aim could not be made when the object
of the aim was in rapid motion.

But whether or not one or more motor
bombs would be sufficient to destroy a
ship, or not one or more vessels were blown
into fire particles, there were a dozen
ironclads in that fleet, each of whose
commanders and officers were deter-
mined to run into that repeller and crush
her, if it were possible to get close
enough to reach her.

The commanders of the torpedo boats
had orders to direct their swift presen-
ces of destruction first at the crabs,
for these vessels were far in advance of
the others, and then at the repeller. It
was highly important that they should
pursue their course, and that they should
be destroyed upon sight. If a torpedo
shot from a torpedo boat, and spearing
swiftly by its own power beneath the
waves, should strike the submerged hull
of a crab, there would be no great loss
in the English channel.

As has been said, the Langrangon came
rushing on, distancing everything, even
the torpedo boats. If, before she was
obliged to engage the repeller, she was
not far enough to the almost stationary
repeller to take part in this attack on her,
she would then be content to slacken
speed and let the crabs nibble while she
her stern.

Two of the latest constructed and
largest crabs, Q and R, headed at full
speed to meet the Langrangon, who, as she
came on, opened the ball by sending a
torpedo into her bow. The torpedo hit
into the ribs of the repeller, then at least
four miles distant, and immediately after
began firing her dynamite guns, which
were of limited range, at the roofs of the
advancing crabs.

(TO BE CONTINUED.)

[illegible]